

second rigid shell structure define a closed box-like volume within said rigid double-shell box structure;] having a closed volume defined by a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle,

[wherein said rigid double-shell box structure is configured to fit within said vehicle door and to be fixedly attached to said vehicle door, and

wherein said rigid double-shell box structure [is configured to provide independent structural support for] independently supports a plurality of vehicle door components fixedly attached to said rigid double-shell box structure.

12. (Amended) The component support assembly of claim 10, wherein said second wall of the rigid double-shell box structure [is configured to accommodate a] is more towards an interior of the vehicle than a fully retracted curved vehicle door window, and wherein the second wall of the rigid double-shell box structure has substantially a same shape as the fully retracted door window.

- 13. (Amended) The component support assembly of claim 10, wherein said rigid double-shell box structure further comprises rigid impact absorbing foam.

14. (Amended) The component support assembly of claim 10 [11], wherein [said second shaped rigid structural member is configured to join with said first shaped rigid member at a closed edge around a periphery of said first rigid structural member] the first and second walls of the rigid double-shell box structure are jointly fixed at edge portions of the first and second walls.

15. (Twice Amended) A vehicle door, comprising:

an outer panel configured to be mounted on a vehicle body;

a component support assembly[,] mounted to the vehicle door comprising [

]a rigid double-shell box structure[, said rigid double-shell box structure comprising

a first rigid shell structure and a second rigid shell structure,

said first rigid shell structure comprising a support plate configured to define an open box-like volume,

said second rigid shell structure comprising a support plate configured to be fixedly joined to said first rigid shell structure, such that when said first rigid shell structure and said second rigid shell structure are fixedly joined, said first rigid shell structure and said second rigid shell structure define a closed box-like volume within said rigid double-shell box structure;

wherein said rigid double-shell box structure is configured to fit within the perimeter of said outer panel and to be fixedly attached to said outer panel, and] having a closed volume defined by a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle. [

wherein] said rigid double-shell box structure [is configured to provide independent structural support for] supporting a plurality of vehicle door components fixedly attached to said rigid double-shell box structure; and

an interior lining.

17. (Amended) The component support assembly of claim 15, wherein said second wall of the rigid double-shell box structure [is configured to accommodate] is more towards an interior of the vehicle than a fully retractable curved vehicle door window, and wherein the second wall of the rigid double-shell box structure has substantially a same shape as the fully retracted door window.

18. (Amended) The component support assembly of claim 15, wherein said rigid double-shell box structure further comprises rigid impact absorbing foam.

19. (Amended) The component support assembly of claim 15 [16], wherein [said second shaped rigid structural member is configured to join with said first shaped rigid member at a closed edge around a periphery of said first rigid structural member] the first and second walls of the rigid double-shell box structure are jointly fixed at edge portions of the first and second walls.

20. (Amended) A door for a vehicle comprising:

a door structure [consisting of] including a first wall and of a second wall and lateral walls, wherein said first wall is located at an exterior of said vehicle,

an equipment support [configured] to be [fixed] mounted to the door structure, and an interior trim lining,

wherein the equipment support comprises at least one warp-resistant double-shell box structure[, comprising a first rigid shell structure and a second rigid shell structure,

said first rigid shell structure comprising a support plate configured to define an open box-like volume,

said second rigid shell structure comprising a support plate configured to be fixedly joined to said first rigid shell structure, such that when said first rigid shell structure and said second rigid shell structure are fixedly joined, said first rigid shell structure and said second rigid shell structure define a closed box-like volume within said double-shell box structure,] having a closed volume defined by a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle.

wherein a surface of [the box structure facing] of said [first] second wall has substantially [the] a same curvature as a fully retracted vehicle door window, and

wherein [an inner surface of the box structure facing towards a vehicle interior includes attachment means for mounting] the second wall individually supports a plurality of devices.

21. (Amended) The component support assembly of claim 20, wherein said second wall of the rigid double-shell box structure [is configured to accommodate a] is more towards an interior of the vehicle than a fully retracted curved vehicle door window, and wherein the second wall of the rigid double-shell box structure has substantially a same shape as the fully retracted door window.

22. (Amended) The component support assembly of claim 20, wherein said rigid double-shell box structure further comprises rigid impact absorbing foam.

ABSTRACT OF THE DISCLOSURE

A vehicle door, including a door structure, an equipment support structure which can be fixed to the structure, and a interior trim lining. The equipment support structure includes first and second rigid shells joined to form a rigid double-shell box structure, the outer surface of which is parallel and close to the line along which the window glass moves and the inner surface of which is equipped with attachment devices for mounting equipment inside the vehicle door.

REMARKS

Favorable reconsideration of this application as presently amended and in light of the following discussion is respectfully requested.

Respectfully submitted,